

MINUTES OF THE  
MAG REGIONAL AVIATION SYSTEM PLAN POLICY COMMITTEE

Maricopa Association of Governments (MAG) Office  
302 North 1<sup>st</sup> Avenue, Ste. 200, Saguaro Room  
Phoenix, Arizona

May 13, 2004

MEMBERS IN ATTENDANCE

Shane Dille, Chair, Wickenburg  
\*Bryant Powell, Apache Junction  
Jason Hardison, Buckeye  
\*Don Snyder, Carefree  
Greg Chenoweth, Chandler  
\*Robert Sternfels, Fountain Hills  
\*\* Steve Holt, Gila Bend  
Brian Townsend, Gilbert  
Mark Ripley, Glendale  
Cato Esquivel, Goodyear  
\*Kelly McMullen, Maricopa County  
Mark Meyers, Mesa

Debbie Klein, Phoenix  
\*Kaza Haque, Queen Creek  
Scott Gray, Scottsdale  
Oddvar Tveit, Tempe  
Ray Boucher, Arizona Department of  
Transportation  
\*Richard Dykas, Federal Aviation  
Administration  
Lt. Colonel Kris Greene, Arizona Air National  
Guard  
Terry Hansen, Luke AFB

\*Neither present nor represented by proxy

\*\* Participated via videoconference

OTHERS IN ATTENDANCE

Miryam Gutier, Glendale  
David Cavazos, Phoenix  
Paul Blue, Phoenix  
Christopher Hacker, Phoenix  
Steve Grubb, Phoenix  
Bridget Schwartz-Manock, Phoenix  
Gary Mascaro, Scottsdale

Lynn Kusy, Williams Gateway Airport  
George Sullivan, Consultant  
Gary Adams, Louis Berger Consulting  
Tom Remes, MAG  
Harry Wolfe, MAG  
Pam Keidel, Wilbur Smith  
Suzanne Tueit, Citizen

1. Call to Order

The meeting was called to order at 10:10 a.m. by Chairman Shane Dille. Mr. Dille thanked the Committee members for participating in the project and he asked each member to introduce himself/herself.

2. Establishment of MAG RASP Technical Advisory Committee

Harry Wolfe reported that on March 24, 2004, the MAG Regional Council approved the establishment of a MAG Regional Aviation System Plan (RASP) Technical Advisory Committee (TAC). He said that the purpose of the TAC is to provide a more formal process for obtaining input on the MAG RASP Update, and to broaden the number of stakeholders that would participate on the Committee.

Mr. Wolfe explained that each MAG jurisdiction and other agencies on the Committee may have multiple representatives, but only one designated voting representative. He also noted that managers of MAG member agencies and other agencies represented on the Committee were requested to designate a voting member by April 9, 2004. Attached is a list of voting members that have been designated to date.

Mr. Wolfe stated that under the process established by the MAG Regional Council, MAG RASP TAC recommendations which received a majority vote would proceed to the MAG RASP Policy Committee. Any city or agency on the dissenting side of a recommendation would have the right to submit a minority report to the MAG RASP Policy Committee.

### 3. MAG RASP Update Draft Working Paper #6 - Preferred Scenario

It was noted that the MAG Regional Aviation System Plan Update was started in 2000 and to date the following working papers have been prepared: (Working Paper #1) Inventory, (Working Paper #2) forecast future airport traffic; (Working Paper #3) Demand Capacity Analysis, (Working Paper #4) Airport Alternatives for meeting future demand; and (Working Paper #5) Alternatives. Harry Wolfe stated that based upon the evaluation of the alternatives, the consultant identified a preferred scenario for meeting future demand. He emphasized that this preferred scenario will still need to be subjected to additional airspace analysis before Working Paper #6 is completed and study recommendations are developed.

Mr. Wolfe asked Ms. Pam Keidel, project manager for Wilbur Smith, to review Working Paper #6. Ms. Keidel explained that the preferred scenario includes the status quo, new technology and additional projects from the maximize development alternative. She said that the consultant realizes that what is identified in the preferred scenario will still need to be subjected to an airspace analysis to evaluate impacts on Luke Air Force Base. Ms. Keidel briefly reviewed the preferred scenario.

Brian Townsend stated that the proposed runway at Williams Gateway Airport included in the maximize development alternative has impacts on the town of Gilbert. He asked whether there could be alternatives to such a runway.

Pam Keidel responded that with limited operational capacity on the Eastside, Williams Gateway Airport was a facility which could accommodate additional traffic. She said that an East-West runway was identified in order to enhance airspace compatibility with Phoenix Sky Harbor.

Lynn Kusy raised two issues: the environmental impact of a 4<sup>th</sup> runway at Williams Gateway Airport; and whether Williams Gateway could be a significant commercial service airport without a fourth runway. It was noted that curved instrument approaches at Williams was a potential alternative to an East-West runway.

David Cavazos said that Sky Harbor was partnering with Williams Gateway Airport and supported its development. However, he expressed concern that the Preferred Scenario did not include a 4<sup>th</sup> runway at Phoenix Sky Harbor, an additional terminal and an instrument approach. Pam Keidel explained that the additional terminal was contained in the status quo alternative which was a part of the maximize development alternative.

Harry Wolfe asked which Sky Harbor runway did not have an instrument approach. It was noted that one of the runways had a localizer on one end. All the other runways had full instrument approaches.

David Cavazos said that Phoenix Sky Harbor airport has a substantial amount of commercial traffic and that Sky Harbor and Williams Gateway Airport need to work together. He mentioned that in 2003 there were about 37.4 million passengers who used Sky Harbor and that 2004 is about 5 percent above 2003 passenger levels.

Mr. Cavazos said that the airline industry as a whole was growing and that airfield capacity at Sky Harbor would not be adequate beyond 2015. He added that the focus of the current EIS at Sky Harbor is on the new West Area terminal, connecting taxiways and a Automated People Mover system.

Mr. Cavazos said that given the growth at Phoenix Sky Harbor airport, the development of a fourth runway would need to be discussed in the future. He said that Sky Harbor was working cooperatively with Williams Gateway Airport and businesses in the region.

Paul Blue said that Phoenix supports the development aspirations of airport sponsors in the region. He said that Phoenix is not currently planning on pursuing a third runway at Deer Valley airport. He urged that the fourth runway at Sky Harbor not be discarded and that an evaluation of its potential be investigated.

Mr. Blue took issue with the assumption included in Working Paper #6 that the 4 DME procedure would remain in place with the construction of the fourth runway. He stated that the IGA between Phoenix and Tempe did not make an assumption about a fourth runway at Phoenix Sky Harbor. He said that solutions are possible to enable the construction of a fourth runway.

Mr. Blue said that it was unclear from Working Paper #6 that the new terminal was included in the Base case. He requested that the projects that were assumed to be included in the base case be identified in the Working Paper.

Mark Meyers questioned whether there was enough information available to understand the full implications of the impact of new technology on airspace capacity.

Terry Hansen urged that an airspace analysis be undertaken which examined all the airports in the system rather than looking at them individually or in pairs. He recommended that a statewide airspace study be done because the state's airspace and Luke's airspace needs were interrelated.

Harry Wolfe pointed out that an argument could also be made that the region's airspace is impacted by the nation's airspace system and questioned whether it was necessary or realistic to conduct a national airspace study.

Scott Gray said the key airspace issue was how we could better use the airspace with improved technology. He noted that reduced vertical separation in the en route airspace had significant capacity advantages. He noted that Scottsdale planned to have a commuter terminal at its airport.

George Sullivan pointed out that the 4 percent increase in capacity associated with new technology did not include a number of technological advances on the horizon.

Mark Meyers provided some comments on Mesa Falcon Field.

Scott Gray questioned whether Memorial Airfield would ever be developed. Ray Boucher said he thought that Memorial Airfield was more serious about rehabilitating its airport and that it has the financial ability to make it happen with or without federal funds.

Shane Dille emphasized that Wickenburg was still in support of having Forepaugh airport be developed because the existing site has limitations. He said Forepaugh could be a potential reliever.

Terry Hansen commented that he thought that the Wickenburg Council had eliminated development of the Forepaugh airport and raised concerns with its development and its impact on Luke traffic to and from the Gladden Bagdad MOA.

Shane Dille stated that Wickenburg supports Luke's mission as a priority but reiterated that Wickenburg had not discarded the development of Forepaugh airport as an option.

It was noted that Working Paper #6 had inadvertently not been included on the agenda for action. Harry Wolfe stated that in light of the comments received, the Working Paper would be revised, reissued and another meeting of the RASP TAC would be held to consider a recommendation to the MAG RASP Policy Committee.

#### 4. Public Meeting to Solicit Input on Preferred Scenario

A discussion of the public meeting to solicit input on the preferred scenario was deferred pending revisions to Working Paper #6.

#### 5. Efforts to Protect and Preserve the Mission of Luke Air Force Base

Debbie Klein said that Senate Bill 2140 had passed. It was noted that legislation in the works designed to protect Luke Air Force Base is land use driven.

Terry Hansen said that F-16s would still be used for another 15 years.

Lt. Colonel Kris Greene noted that the Air National Guard was going to be retrofitting its KC-135 aircraft with quieter engines.

6. Report on Other Aviation Matters that Have an Impact on the Region

Debbie Klein said that efforts were still being pursued to allocate all of the the flight property tax to the State Aviation fund.

The meeting adjourned at 11:50 a.m.